

Park gifts honored at Silver Falls

The generosity of Leo Cieslak, Salem, was saluted late in June during an informal gathering near South Falls at Silver Falls State Park.

Unveiled at a spot which overlooks a 114-acre parcel of land donated by Cieslak before his death this spring was a plaque which tells visitors of his decision to turn the land and timber over to Oregon State Parks.

In exchange for payment by Parks of \$84,000 in taxes and estate costs, Cieslak agreed to donate land and timber appraised at \$600,000.

Will help acquire land

Dave Talbot, State Parks administrator, who presided over the informal ceremony, noted that the gift also resulted in matching federal credit, which will assist in acquisition of land near Bridal Veil Falls, Wallowa Lake, Virginia Lake and Luckiamute Landing on the Willamette River Greenway, LaTourelle Falls near Talbot State Park, Coopey Falls in the Columbia River Gorge and improvements at Silver Falls.

A will opened after his recent death revealed that Cieslak, 70, also had given State Parks an additional 46 acres of timbered land adjacent to Silver Falls, as well personal property, including a tractor and tools, and a residence in Salem. In all, the latest bequest is estimated to have been worth an additional \$175,000.

Talbot said the combined gift ranks as one of the largest ever

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Meets in La Grande

Commission hears flood update

The Oregon Transportation Commission was told last month not to expect flood waters in Harney County to recede this fall where parts of two water-covered highways are being elevated.

The commission heard from Highway Division Region Engineer Bob Hector, during a meeting in La Grande, that the lakes probably will stabilize at a level just inches below where the \$1.5 million repair contract should raise the Steens and Frenchglen highways. And it could remain there permanently, Hector fears.

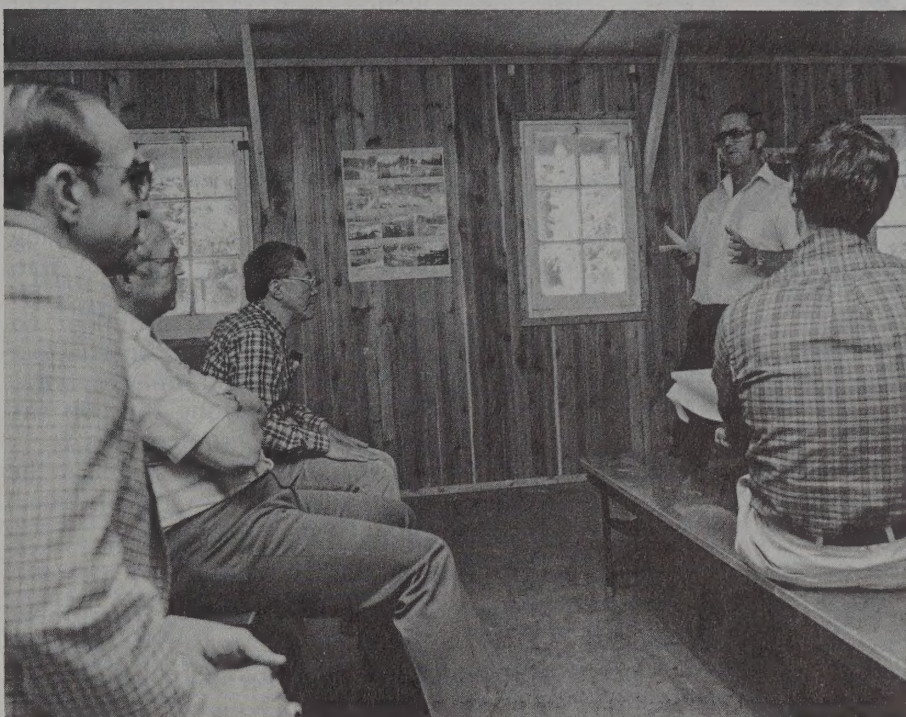
"Not much evaporation is expected this summer," Hector told the commissioners. "It will stabilize about where it is next fall."

The flood, caused by heavy winter rains and severe mountain run-off from packed snows, has covered 180,000 acres around the Malheur and Harney lakes area, he said. Earlier this year, the Transportation Commission agreed to use state funds to build the flooded roads above predicted high waters, after the Federal Highway Administration turned down a state request for emergency funds.

Discussed pollution problem

Work has begun on the more critical Steens Highway (US79), and the division plans to begin repair on the Frenchglen Highway (US205) in coming weeks. Work on both highways will be completed by this fall.

The commission also heard a report on the air pollution problem facing the city of Medford and postponed any action on a city request for \$617,000 to reroute



Owen Lucas, Parks Region 5 supervisor, explains the effects of last winter's ice flows on eastern Oregon state parks to (left to right) Paul Burket, Aeronautics administrator; Dave Moomaw, Motor Vehicles administrator; Sam Naito, transportation commissioner; and Fred Miller, director. Commissioners and department staff also viewed photos and video tapes of the storm damage and toured Emigrant Springs, Hilgard Junction and Red Bridge State Parks prior to the commission meeting in La Grande last month.

business district traffic. City officials want to reroute traffic from the city core area in hopes pollutants will decrease so federal clean air standards can be met.

But in order to make the change in traffic patterns, Front Street must be widened and paved at a cost of more than \$2 million. The plan calls for raising the majority of funds through a local bond issue, with the state tossing in a share.

The Environmental Protection Agency, through the Department of Environmental Quality, has given the city of Medford 120 days in which to clean up its air or face sanctions under the Clean Air Act that would include withholding of federal highway funds. The commission agreed to have an answer for Medford officials at the July 31 meeting.

The La Grande meeting was preceded by a tour for the commission and department staff of three state parks damaged by winter ice and flooding. A dinner with local officials also was held. The special dinner and meeting allowed the commission an opportunity to discuss transportation issues with officials from several northeastern Oregon cities and counties.

Record construction season underway



Ken Fickel, highway engineer 1, and Mike Laux, engineering aide, check the elevation of a bridge pier on I-82 near Umatilla. Laux is one of 200 new Highway employees recently hired to work during the busiest construction seasons ever faced by the division.

Oregon's record construction season is here.

The opening of bids late last month completed \$15 million worth of state-funded pavement overlay projects being readied for work this summer--and that's only a small portion of the construction budgeted this year Highway Division officials say.

That means Oregon travelers can look for some delays, but they'll be minor, according to C. O. "Chuck" Fredrickson, Highway Division construction engineer.

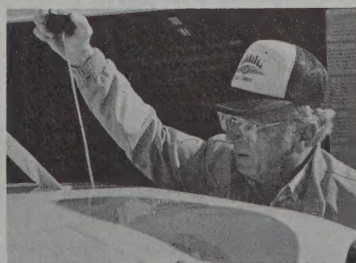
"Construction will be going on all over the state," he noted. "I can't think of anywhere it won't be taking place."

Fredrickson said the pavement overlays--the bulk of the highway work planned--will continue all summer long. He said motorists should keep a wary eye out for construction signs, flaggers and equipment, and obey construction speed zones for assurance of a safe trip.

Highway Division Program Section Manager Gary Potter said people should increase their patience as

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Inside



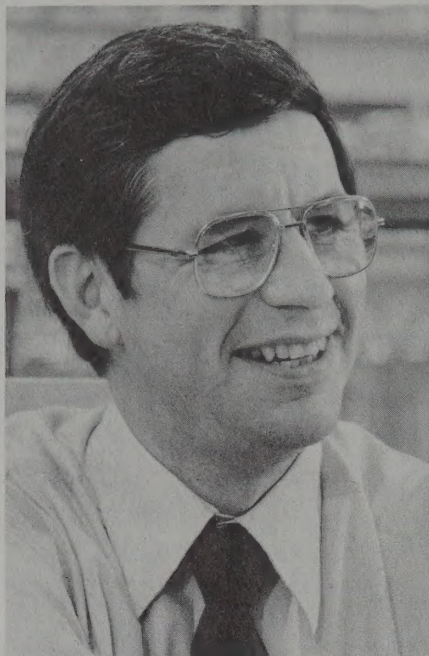
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Director's Corner

Fred Miller



I frequently comment on the value of serving the public effectively, both because that is our primary purpose and because it builds strong support for our programs.

In reflecting on this point, I am impressed that similar benefits arise from assisting other government agencies and, in particular, other state agencies. We probably don't think enough about the extent to which working closely with other state agencies actually helps our department.

It is important that state government speak with as close to one voice as possible. There is nothing more frustrating for a citizen than being transferred from one person or one telephone number to another in search of an answer to a question. (It may not matter to the citizen that the wrong question was directed to the wrong person.)

There are several recent examples that have been passed on to me, in the form of compliments from the governor or other agency heads, which indicate that our cooperative efforts are going well.

Cooperate with agencies

- The Governor's Office and the Economic Development Department have been pleased with the efforts of the Highway Division to make highway improvements and to assist local governments in preparing for locations of new business or manufacturing firms.

- DMV has been praised for making arrangements to offer exams at their field offices for landscape architects and radio-TV repairmen on behalf of the Department of Commerce.

- Efforts by the Highway Division to investigate and develop access alternatives to the new corrections facility in Pendleton have been instrumental in that project's success.

- DOT employees are giving a great deal of assistance to the Department of General Services in developing a statewide telephone system.

- There have been frequent compliments about how DMV, the Highway Division, and PUC have made a joint effort to streamline the issuance of truck licensing and permits.

Activities are upbeat

- The improvement of the McDermitt airport combined efforts of not only our State Aeronautics Division but the Aeronautics Division in Nevada, the FAA, and the local citizens of the area in a way that was unique.

- Many of the Parks programs are carried out in a complex interaction of federal, state and local agencies. Somehow, we continue to offer outstanding parks facilities, and the spirit of cooperation remains at an admirably high level.

Other activities that might be seen as extracurricular are also helpful to the department. For example, Denny Moore serving as Cancer Crusade Chairman for the second consecutive year helps keep us on the map in a positive way. The Transtooters performing at Willson Park on the Capitol grounds during occasional lunch hours puts forth a very upbeat impression.

Needless to say, I enjoy hearing compliments about these and other activities. Let's keep up the cooperative spirit among agencies and build on our positive image. We will continue to be recognized as an agency with a service orientation and as an important part of the state government team. In fact, it's nice when citizens think of us first as the best example of a department that makes an effort to serve the public.

Heads Computer Center

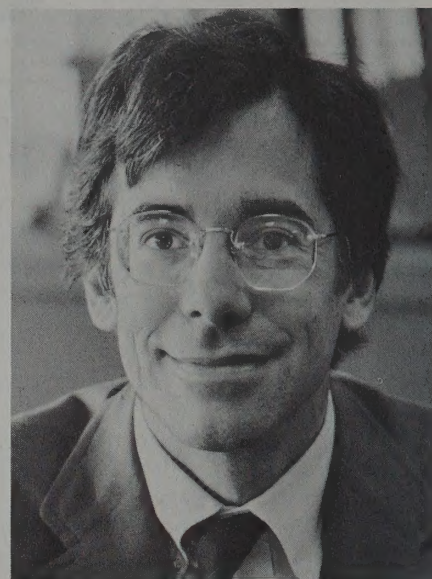
Dowrie named manager

David Dowrie, 40, recently was named computer operations manager in Salem. He is responsible for the technical staff and operations of the ODOT Computer Center and works directly under Harry Anderson, information systems branch manager.

Prior to this job, Dowrie managed computer operations for the State Board of Higher Education in Corvallis for 15 years. He has also worked for two-and-a-half years as a quality assurance advisor on the department's financial management system project, STARS, and meets with the project team monthly to review its implementation.

A liberal arts graduate of Shimer College in Illinois, Dowrie was a systems engineer for IBM in Chicago before moving to Oregon.

"It's a real challenge," Dowrie said of his new position. "In Higher Education, I worked in every area of computers. I'm very much oriented



David Dowrie

to the end user of the computer, the consumer," he said.

He and his wife, Nancy, have four children and live on a 10-acre farm in Philomath.

Construction season ...

Continued from page 1
summer temperatures rise.

"When the weather gets hot, that's when we'll be paving," said Potter. "That's when our specifications call for it. Below certain temperatures, we don't allow paving."

According to Steve Macnab, highway specifications engineer, contractors are allowed to pave most jobs only when the air temperature is above 50 degrees. In

Oregon, that compresses the construction season into a six-month period, making the hot summer weeks the busiest.

In spite of the short months contractors will have to work this summer, this will be a banner season for them. They won't be the only ones benefitting, either. A 50-percent increase in federal aid highway funds has added hundred of jobs to the state's economy, according to Highway Division analysts.

The increase was brought about by the federal nickel gas tax passed two years ago and the 2-cents-per-gallon tax levied by the Oregon Legislature.

"In essence, we have a \$100-million annual federal aid construction program that has now gone to \$150 million," explained Potter.

Donation...

Continued from page 1
received by the division in terms of value. He expressed appreciation that Cieslak "had such a deep feeling for the park."

Talbot said the donation is the latest chapter "in a continuing story of people in Oregon who recognize what a great thing our out-of-doors offers and that they can help continue a tradition" of donations that began with Samuel H. Boardman, the first superintendent and "father" of State Parks.

Talbot said Cieslak's tractor and tools will be put to work at Silver Falls State Park, as he believes the donor would have preferred.

Letters



Highway Division helps

Harry Oswald, District Engineer
Highway Division, Pendleton:

We want to thank you for honoring our request for the rubber stop flap between the Coast to Coast store and McDonalds Chevrolet Garage, and for the paving of the gravelled area west of the Coast to Coast store.

The paving is a much-needed improvement, and I'm sure the customers in that area will appreciate the better parking space.

Mr. Walt Sullivan, Mr. Vern Willis and the rest of the crew are to be commended for their efforts. Thank you.

Marshall Lovgren, Administrator
City of Heppner

Donations fight cancer

To the editor:

Thanks to all ODOT employees who contributed to the State Employees Cancer Crusade this year. Overall, we did better than last year, even though it was held during a busy time when other fund raising campaigns and the blood drive were also going on.

Nearly 600 ODOT employees contributed \$3,700, which was part

of a \$33,400 check presented last month to the Oregon Chapter of the American Cancer Society by Gov. Atiyeh.

Two divisions had 100 percent participation, Aeronautics and Public Transit. All 16 Aeronautics employees contributed, averaging about \$14 per person. They are to be particularly commended.

Again, let me say thanks to everyone who helped. Our contribution will certainly help fight this dreaded disease.

Denny Moore
Public Transit Administrator and
Chairman, State Cancer Crusade



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Hearings Branch ready to implement new law

The new, stricter drunk driving law (SB 710) that goes into effect this month will greatly increase the number of hearings officers and staff needed by the Motor Vehicles Division, said Dwight Apple, Hearings Branch manager.

The new law, which stiffens the penalties for drivers charged with drinking and driving, states that a person who refuses or fails the test has 10 days to request a hearing. The division must hold that hearing within 30 days or it automatically loses the case.

"If they wait for day 9, we've only got 21 days left," said Apple. Consequently, he said, the need for more hearings officers is substantial.

Apple explained that the new law is an administrative one, which means that a case does not go through criminal court. "Under the new system, our hearing is it," he said. A record is kept of the hearing, but once the case is closed, no new evidence is allowed.

Increase staff

"Our responsibility is to provide a fair and impartial hearing," he said.

The law also means an increase in the number of people requesting hearings, because previously, the division didn't hold hearings for those who took the breath test. Of an expected 27,370 people charged with driving under the influence of intoxicants (DUI), the Hearings Branch estimates that 67 percent will take the breath test and fail, and 27 percent will refuse it. The branch must hold hearings for 42 percent of all those arrested-- an estimated 11,550 people.

The division increased its number of hearings officers from five permanent employees to 22 permanent and eight temporary officers. Of the new officers hired, only one is actually a DMV employee. The rest are law enforcement officials, attorneys or employees of other state agencies.

A special training room has been in use since May 1, and sessions on such topics as "evidence and witness," and "driving records" were video taped for future use. Officers also participated in mock hearings.

Facilities to hold hearings will be set up in Beaverton, Salem, Roseburg, Medford, Klamath Falls, Hermiston and Eugene. Officers will sometimes travel into counties in which no such facilities are available.

Under the new law, a person

stopped by a police officer and charged with DUI has a choice of taking or refusing the breath test.

If he refuses, his license will be suspended automatically for a year, and he will not be eligible for an occupational license for at least 90 days. If he takes the test and gets a blood alcohol content reading of .08 or more, he will lose his license for 90 days, but can obtain an occupational license immediately if his driving record is free of alcohol-related entries.

The new system is not only faster, but "it definitely encourages people to take the test," Apple said.

Apple also explained that the loss of an occupational license could have serious consequences for ODOT employees whose jobs require them to operate state vehicles. Should an employee lose his occupational license, he can not drive a state car or operate a highway maintenance vehicle, Apple said.

The branch also has been busy preparing to handle other hearings-related functions. Apple said the entire system needed to implement the new law had to be designed from scratch.

"Other states have gone with similar legislation, but we're the first rural state," he explained.

"To meet those requirements, we have grown from a staff of 15 people to about 57 people in the last eight weeks," Apple said.

Implementing system

The branch has six computers, which it uses for its Case File Management System. Recorded in each case file is information such as hearing dates, number of subpoenas issued, witnesses and action taken.

Apple said that because the branch only began hiring in March, and because there are no precedents to follow, employees have had to work quickly to prepare for the July 1 date.

"Nothing is stagnant for two days in a row," he said. "The time crunches are incredibly tight."

According to Apple, 70-90 percent of fatalities in most states are related to drunk driving. That includes 350 deaths in Oregon last year alone. Although he's uncertain how Oregon drivers will react to the new law, Apple explained that it was enacted to attempt to reduce those figures.

"The real intent of the law is to persuade people not to drink and drive," he said.



Librarian Marie Elefante can access information, make interlibrary loans and search for books faster and more efficiently through a computerized bibliographic database and an information retrieval service. The library went "online" in May.

Library goes "online"

The ODOT library, tucked away in a corner of the Salem Transportation Building, is not much larger than an average office. But in a matter of seconds, librarian Marie Elefante can access 80 million records, including books, magazine articles, journals and other periodicals published around the world, and produce a bibliography for any employee requesting it.

The library recently went "online" with a bibliographic database that allows the department to share resources with more than 6,000 libraries, including those of other transportation agencies, from throughout the United States, Europe, Canada and Australia. Called Online Computer Library Center (OCLC), it lets member libraries call up certain information on a computer or terminal 24 hours a day during the week.

System saves time

"It puts so much information and knowledge at your fingertips," said Elefante. "It's incredible."

Through the Ohio-based bibliographic network, Elefante can order catalog cards, make interlibrary loans and search for a book in a number of ways.

The system saves her from having to catalog books and type cards for each of the 10,000-plus books shelved in the ODOT library. Cards are now ordered over the computer and arrive presorted.

To find a book or other publication, a computer search can be made on a state, regional or national level. Up to five libraries that have the book can be listed on the computer. Elefante said an interlibrary loan request takes about four days to arrive, or can be airmailed if necessary. Loan costs average less than \$2.

The library also subscribes to an information retrieval service, DIALOG, which lists 180 databases. "It's like a great big encyclopedia," Elefante explained.

Database topics range from Aquaculture to Career Placement and include subjects highly useful to ODOT employees, such as the Transportation Research Information Service and the U.S. Government Printing Office. Filed under each database are thousands of records on that topic, such as magazine and journal articles.

"And they're growing like crazy. They keep adding to it," said Elefante.

An average search on DIALOG takes 15 minutes or less and costs between \$5 and \$25. Using this system, an employee can find out what information exists on a certain topic by using a title, subject or author's name. Some databases even allow the user to access a full text on the computer screen, for a higher fee.

The library is located in room 127 of the Transportation Building. For more information, call 378-6268.

Miller to serve on task forces

ODOT director Fred Miller has been named recently to serve on two special task forces.

The American Association of State Highway and Transportation Officials (AASHTO) appointed Miller chairman of a task force on "Future Directions of the Highway Program."

The group, made up of three chief administrators from each of the association's four regions, will develop the next Surface Transportation Assistance Act, determine federal funding levels, review the Highway Trust Fund and work on

completion of the interstate highway system.

Miller also will serve on the state's seven-member Task Force on State Compensation and Classification Equity (comparable worth). He was named by Gov. Atiyeh to replace Kirk Berger of West Linn.

The task force, ordered by the 1983 legislature, is made up of three members appointed by the governor, and two each by the President of the Senate and the Speaker of the House of Representatives. Miller's term began June 8, 1984 and ends June 30, 1985.

Way Back When ...



This January, 1916 photo shows three early Highway Department officials: (left to right) G. Ed Ross, auditor and chief clerk; Howard W. Holmes, assistant engineer; and E. I. Cantine, chief deputy state engineer. Herb Nunn, not shown, was state highway engineer at the time. The Highway budget that year, for a system of mainly dirt and gravel roads, was \$237,000. The department employed 2,771 people in 1917 and expanded significantly to 7,350 employees in 1918.

Unit plans highway landscaping

The following is part of a series describing the different functions of units and sections in the various divisions within ODOT.

Every year, Oregon's highways and rest areas garner praise for their beauty, in the form of national awards and letters and comments from visitors to the state.

Merlyn Anderson, landscape architect, and Mike Lucker, landscape designer, are the two-person unit that designs the landscaping at interchanges, along roadsides, in median strips and in rest areas.

The Landscape Unit, a section of the Highway Division's Preliminary Design Unit in Salem, receives federal funds for landscaping as part of the 1965 Federal Highway Beautification Act. It's up to the state, however, to provide money for maintenance of those areas, Anderson explained.

He said his unit can't design more landscaping than the division has funds to maintain. During its "prime time," from the mid-1960s to about 1973, the unit consisted of nine employees, who designed several rest areas being built at that time and planted flowers and shrubs along I-5 for their aesthetic and functional value.

Budget cuts, however, reduced maintenance forces, and lower priority projects suffered. "Our landscaping was really affected by it," Anderson said. The emphasis

focused on necessary planting, rather than aesthetic planting. "We really take a critical look at whether we need a landscape bed at a certain area," he said.

Anderson said one of the main reasons for landscaping is function. Erosion control is of critical importance, because of high winds in eastern Oregon and heavy rainfall in the western part of the state. Landscaping also screens the highways from houses nearby.

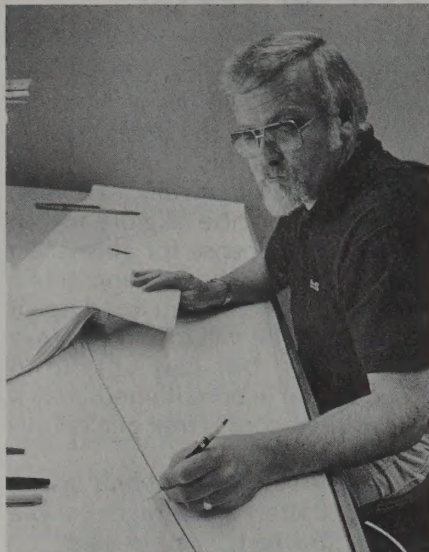
Hardy plants used

Another important factor is safety. Shrubbery in median strips and along frontage roads helps eliminate headlight glare from oncoming cars. Anderson said that landscaping can also serve to signal to a driver that an interchange or directional change is ahead.

Aesthetic value is yet another reason. "That's the area that probably gets de-emphasized," Anderson said. "It's not as important."

Hardy plants are chosen for landscaping because of easier maintenance and harsh conditions along the highways. Landscaping in eastern Oregon is limited because of the dry climate and extreme weather conditions. Drought-tolerant plants such as juniper trees are chosen.

Other common landscaping plants include Japanese roses, Oregon grape, photinia, redosier and yellowtwig dogwood, and Douglas fir and conifer trees.



The first step of every Highway landscaping project is designing. Merlyn Anderson, landscape architect, considers safety, erosion control and beautification when designing a landscape bed.

Landscape projects currently being designed include the Banfield Freeway, proposals for a new port of entry on I-84, and the final six-mile stretch of I-205. The latter design alone calls for 100 acres of shrubs.

"We keep fairly busy," Anderson said.

One of the unit's most rewarding jobs was designing landscaping to control sand dunes along I-84 near Biggs. The unit worked with maintenance crews and soil conservation workers to find a solution for the drifting sands. By planting grass seed and a few drought-resistant shrubs, and by covering the dune with a blanket of rock, they were successful. The project, which had been estimated to cost \$5 million, was completed for about \$200,000.

He stressed the need for coordinating projects with maintenance personnel.

"We're trying to get a closer working relationship with them," he said. He praised the crews for their work in upkeeping the landscaping.

Anderson also commended the Highway Division for its construction. When people ride on a smooth highway, they enjoy the landscape more, he said.

"I think the Highway Division is very conscious of detail. You don't see that in other states," he said. Oregon's litter patrol program, bottle bill and billboard laws illustrate the state's concern with protecting the environment, he added.

Sections expand, relocate

A major reshuffling of offices in the ODOT Transportation Building in Salem, including several relocations and expansions, currently is underway, according to Bud Bibelheimer, office services manager.

As a result of a space needs study recently conducted, two sections have moved out of the main building in Salem, and some offices on each of the building's six floors will expand or relocate.

The Planning and Environmental sections have moved to locations near the main building. The Environmental Section is now at 324 Capital St., directly across the street, and the Planning Section has moved to the Executive House, about three blocks away, at 325 13th St. NE.

The Traffic Section, parts of which are located on the fourth floor of the Transportation Building, will be located entirely on the fifth floor.

Branch reorganized

The Personnel Section will move from the third to the fourth floor. Due to a recent reorganization of that branch, the Safety and Health Section will combine with the Employee Development Section to become the Training and Safety Section. It will be located in the Mill Creek Office Building at 555 13th St. NE.

Several relocations will occur on the third floor. The Program Management Section will move up from the second floor, and the Office of the 80s, the Records Management Section and the Preservation Study Unit will move down from the fourth floor.

New offices will be built on the third and second floors and in the basement to accommodate the new Interactive Graphics System.

The third floor conference room will be redesigned and shifted to the second floor, and the Road Design Section and Location Unit will both expand to fill the space left by the Program Management Section.

Ed Hunter and Bob Bothman, assistant state highway engineers for technical services and administration, respectively, have moved from the second floor to the new Highway Division Administrative Office in room 102 on the first floor.



Highway Division maintenance crews plant and take care of landscaping designed by the Landscape Unit. Allen Hurst (left), Bob Ebeling (center) and Audie Slabaugh (foreground) maintain grounds at the Barlow School Office in Portland. Hurst recently won a ribbon in the Portland Rose Festival for the same type of wild rose--commonly planted along Oregon highways--that he helps take care of in his job.

Class helps engineers prepare for state certification

It's a college student's dream.

There's a teacher for almost every student; classes are held only once a week for an hour and a half; homework takes only about an hour per day; and, best of all, the entire nine months of engineering education is free.

But you can't find such an educational program anywhere in Oregon, unless you happen to work for the Highway Division.

The Road Design Section's Engineering Fundamentals "school" offers an opportunity for 10 to 15 Technical Services personnel each year to review, or study for the first time, basic engineering coursework. It provides just enough

learning for its graduates to get an idea of what is expected on exams for state certification. It also helps them decide if they want to continue with further engineering study.

"It's something employees can use as a foundation for future career opportunities," said Steve Macnab, Highway Division specifications engineer. "It helps them assess their weak areas."

Macnab, an instructor of the first Engineering Fundamentals training program, is now its coordinator and teaches hydraulics.

Graduation day for this year's class was last month. During a "recognition coffee," State Highway

Engineer Scott Coulter presented 10 Salem office students certificates of course completion.

It's the fourth graduation since the program was started by Hal Versteeg, road design engineer, in 1981. Versteeg set up the training program primarily for road designers who wanted to prepare for the engineer-in-training test.

"It covers just the introductory material they will face on the one-day state board exam," Macnab said. "But in terms of their career paths, it's quite helpful."

Eight courses are taught--one every week for an hour and a half--in the small conference room of the Transportation Building. Subjects

include math, statics, strength of material, dynamics, hydraulics, engineering economics, electricity and computer programming.

Each of the eight subjects is taught by a different volunteer, who spends about a day each week on his own time preparing subject matter. Classes start in late summer and last through spring.

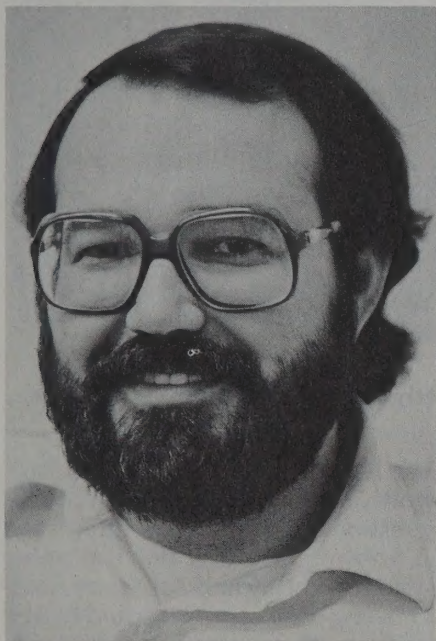
Because it takes most students two to three years to prepare thoroughly for the state exam, Macnab believes the training program is "a heck of a bargain" for highway employees.

"And it's voluntary for all," he said. "There's a sizeable volunteer effort involved."

Transit program helps communities meet needs

Helping small cities, under 50,000 population, and rural areas with their transportation needs is one of the more gratifying services provided by the Public Transit Division.

"How to apply for federal funds and how to acquire the necessary transit equipment and operating assistance are ways we help local operators most," said Victor Dodier, program manager for the division.



Victor Dodier

This year \$622,000 was made available to Oregon by the Urban Mass Transportation Administration of the U.S. Department of Transportation. Dodier's job for the division has been to examine requests by local transit operators and recommend those with the

highest priority needs to receive federal matching assistance.

Their needs range from buses and vans, passenger shelters, dispatch centers and maintenance garages to bus stop signs and office equipment. And they, the locals, must come up with 20 percent of the purchase price as match money. No state money is involved, Dodier said.

This year the division will be able to help nine local transit operators acquire a total of \$778,000 in capital equipment.

Keep on-the-go

"For help with operating expenses, which include drivers, fuel, tires and maintenance, we have another program," he said.

All in all, there are 24 transit operators around the state receiving some form of financial grant assistance under these two programs. "In five communities, we have even helped provide vans to be used as taxi cabs, but with the provision that seniors and handicapped passengers with appropriate coupons be entitled to much lower rates than regular customers," he said.

"I receive a lot of personal satisfaction from the help we offer. We're able to observe people with very basic transportation needs, but for various reasons they are unable to drive," he said. "They are grateful for the availability and convenience of public transportation. It helps them maintain their independence and mobility, not having to rely on relatives, friends and neighbors.

They're proud of being able to keep on-the-go, on their own."



Sporting a new paint job and awaiting passengers for a flight to La Grande for the June Transportation Commission meeting is the Aeronautics Division's official aircraft, a 1969 twin-engine Cessna 401. "Its original paint was wearing a little thin," said Joe Holden, assistant administrator and pilot for the division.

Plane sports state colors

With its new paint job, the Aeronautics Division's twin-engine Cessna 401 is as pretty and sound as it was when it was new 15 years ago, said Roger Ritchey, deputy administrator of the division.

Mechanically, the plane has been diligently maintained, but its surface was beginning to check and show other signs of wear. The new paint will not only improve its appearance, but also preserve its surface, perhaps for another 15 years, Ritchey said.

During its many years of use, it has logged only 3,000 total flying hours, and has new engines with less than 400 hours. "It is a rare bird," he said.

It is white with a slight bluish tint and has blue and gold stripes in recognition of the official state colors.

The six-seater is used by Aeronautics, the governor and other state officials for business trips throughout Oregon and nearby states. It is piloted exclusively by Joe Holden, assistant administrator, and Jerry Eames, air transportation safety specialist, both instrument-rated pilots for the division.

Team member cited for help

Ron Kleinschmit, project coordinator in Milwaukie, has been awarded a commendation citation from the Multnomah County Sheriff's Office for his work on the new Justice Center in downtown Portland.

Kleinschmit was a member of a seven-member transition team responsible for monitoring the finances of the contractor, architects and constructors, purchasing equipment and determining training for corrections officers and maintenance staff in the center.

He is the first civilian to receive such a citation from the Sheriff's Office. The other six members of the team were Corrections Division staff.

Center gets special award

The Oregon Concrete and Aggregate Producers Association recently presented its "Award for Excellence in Concrete" to ODOT for construction of the new Justice Center in downtown Portland.

The association gave the special merit award "in recognition of imaginative use of concrete."

Right-of-Way Manager Bruce Boyd, who accepted the plaque on behalf of the department, said the structure was honored for its use of pre-cast concrete on the outside of the building and in the cells.

"We're very proud of that," Boyd said.

The 16-story, \$53.3 million structure, officially dedicated last October, was designed by Zimmer, Gunsul and Frasca Partnership, and was contracted to Hoffman Construction.

Makes TV commercial

Cap'n Beware promotes safety on the beach

A campaign aimed at alerting visitors to Oregon's coast that there are some natural hazards to be wary of is off and running, thanks to Cap'n Beware and his crew.

The State Parks Division, in cooperation with members of the coastal community, launched the beach

safety awareness effort in an attempt to reduce or eliminate needless injuries and deaths. While the basic message is upbeat and insists that the beach is a wonderful place to visit, common-sense conduct is urged.

For instance, the effort will

remind those who play along the beach to watch for sneaker waves, to be aware of incoming tides, to exercise caution on rocks and cliffs, and to avoid driftlogs.

The message is being relayed by means of radio and television public service announcements, as well as by printed materials. The announcements are intended for broadcast throughout the state, because beach mishaps often involve non-coastal residents and visitors from other states. Printed information will be distributed primarily along the coast to remind visitors to play safely.

Cap'n Beware, a toy bear that has emerged as the print symbol of the effort, is featured in the 30-second television spot. He is carried by little Melinda Swenson, 5, Portland, as she plays safely on the beach. Interspersed are scenes of the "rescue" of a visitor who didn't pay attention and ended up "caught on a rock" by the high tide.

Members of the committee residing on the coast have agreed to handle distribution of the printed material, which so far includes thousands of posters and bumper stickers. Planned in the future are placemats and other items.

The basic message throughout will remain the same--"Play it safe at the beach."



Camera crews shoot a rescue scene for a 30-second television spot urging beach safety. Radio and television public service announcements will be aired and printed material will be distributed around the state as part of the Parks Division's safety awareness campaign.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

CANDID COMMENTS

What is your reaction to filling out the comparable worth questionnaire?



**GREG CHANDLER, DMV
MVR 2, Corvallis**

I didn't mind doing it, although I'm not really sure about what's going to happen. I don't know if it's going to benefit the agencies or employees, or if it's not going to be helpful. I'm not really sure who's going to be looking at it. It might have helped if we knew a little more about what action was going to be taken. I think it could be a good thing, if it's used in the right way.



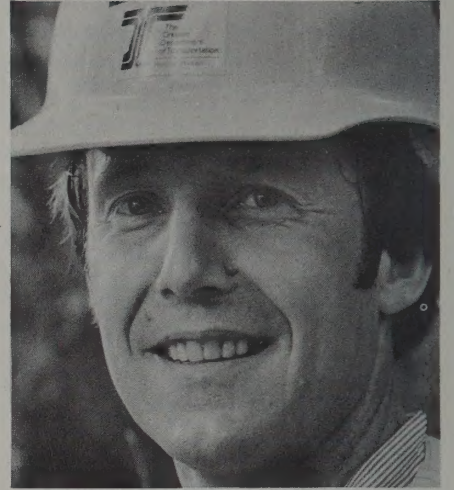
**CINDY THIESSEN, HWY
Clerical Specialist, Salem**

I felt it was somewhat frustrating, but I will be very interested in knowing what the final results are.



**THOMAS KARABA, HWY
HMW 2, Baldock**

I think the comparable worth study will definitely benefit the state highway workers. I think it will help increase our pay due to the hazards of our jobs. I feel some of the questions were a little vague, though.



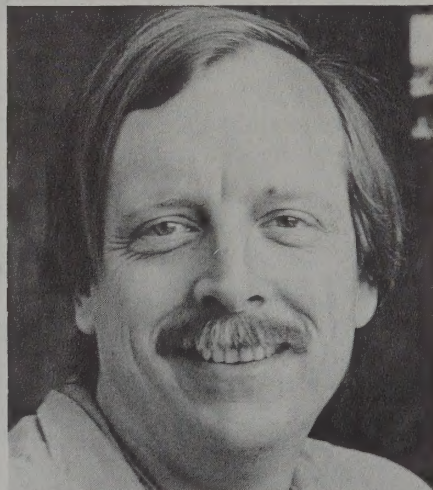
**BOB GREEN, HWY
Highway Maintenance Forester, Salem**

My reaction to the comparable worth questionnaire is, in a word, questioning. I would be interested in knowing more about the point system that Hay and Associates use. Knowing their system, I could better evaluate the questionnaire itself. I'm not sure just what the results of the study might be.



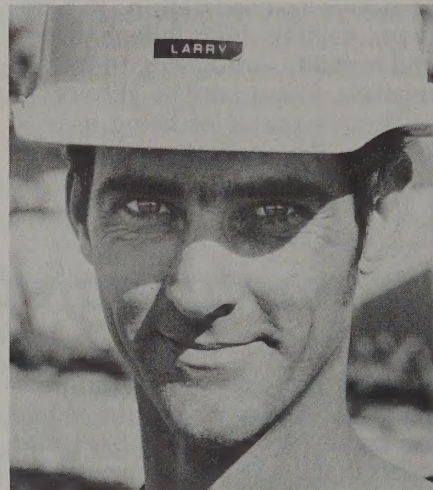
**LORRIE SCHAEFER, DMV
Clerical Specialist, Salem**

I think it's a fair way to look at the jobs done by people. Hopefully, this study will accomplish its purpose, and everyone will be satisfied with the results.



**LELAND GILSEN, PARKS
Historic Preservation Archeologist, Salem**

Basically, after filling it out and reading it, I couldn't understand how it was going to be used for analyzing comparable worth.



**LARRY LEWTER, HWY
HE 1, Hermiston**

The idea of comparable worth seems to have merit. However, I don't think the questionnaires were able to do justice to all jobs, especially those with many varied and important responsibilities not required daily. If the plan is implemented and everyone placed in their niches, what happens to our collective bargaining system?

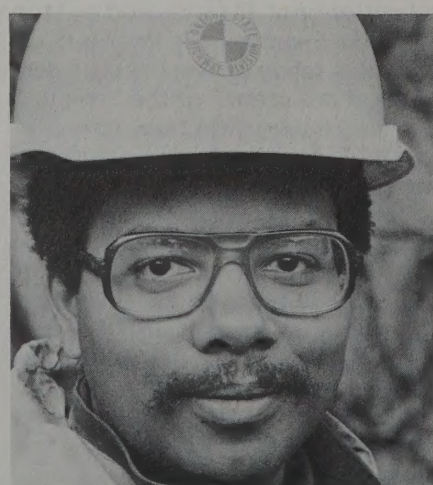


**JOAN CADY, HWY
Word Processing Specialist, Salem**

It took a lot of effort to fill out, but I'm hoping that the results will be a new, fairer way to classify jobs, based on job content, and a new compensation system and method of determining wages, particularly with female-dominated jobs.

**BOB WEEKS, HWY
HMW 1, Coos Bay**

I think it was a very good thing. The way I look at my job, I feel it's very important being a highway maintenance worker. I thought it was pretty fair; I didn't think it was difficult at all. I actually enjoyed filling it out. It gave me a chance to give some input into somebody's thinking higher up. Although I hope it turns out that there will be a little money in it for the workers, I still think it's a good thing, because every now and then, jobs need to be re-evaluated.



**KATHLEEN HOWELL, HWY
Engineering Technician 1, Portland**

The idea of comparable worth is very good. They need to equalize job levels. The time they set for the questionnaire was a little underestimated, though. Most people in my office took five hours to fill it out. There was only one question that I didn't like--the one about 'what is the most difficult problem in your job?'. Other than that, I thought all the questions were deep and well-thought out.

People Page

Remembering

Sam Taylor, 76, died recently in Bend. Taylor worked for the Highway Division for many years as a section foreman at Alkali Lake, before retiring in 1972.

Leslie M. Williamson, 85, died March 6 in Forest Grove. He started with the Highway Division in 1949 as a bridge worker 1, and was a long-time foreman on the bridge crew at Seaside. Williamson retired in 1968.

Retired Highway Division employee **Carl Stratton**, 62, died May 16 in The Dalles. He started as a highway maintenance worker in 1952 at Shaniko and also worked in Hood River before being promoted to highway maintenance foreman at Odell Lake in 1975. He was assistant foreman at Silver Lake from 1977 until his retirement in 1980.

Cecil F. "Skinner" Daimler, 75, died March 9 in Medford. A long-time foreman with the Highway Division, Daimler started on a patching crew in 1946 and worked on an extra gang crew at Milwaukie. He was a paving crew foreman and worked at many locations, including the northern coast, the Columbia River Highway and Sandy. He also worked winters at Government Camp and supervised conifer crews. He was maintenance foreman for 18 years at Government Camp, and transferred to Portland as a foreman, working on the Banfield Freeway. Daimler retired in 1972 as paving extra gang foreman in Medford.

Daniel J. Short, 49, died June 10 in Salem. A 22-year employee of the department, he started in 1962 as a tab operator 1 and in 1970 was promoted to computer operator in the Information Systems Branch, where he worked until his death.

Edward F. Chidsey, 81, died June 21 in Salem. He had worked 46 years for the Highway Division, retiring in 1968. Much of his early career was spent in eastern Oregon, but promotions brought him to Salem in 1953, where he served as both assistant maintenance and assistant right-of-way engineer. His son, Jim, is currently with the division's Bridge Section in Salem.



Nancy Grossman



Mark Wills



Ken Eddy

Moving up the ranks

The following employees received promotions recently.

Daniel Aberge, Motor Vehicles Representative (MVR) 2 to Motor Vehicles Office Manager A, Brookings.

Gary D. Allstott, Highway Engineer (HE) 1 to HE 2, Salem.

Martin E. Anderson, Engineering Aide (EA) to Engineering Technician (ET) 1, Klamath Falls.

Craig B. Black, ET 1 to HE 1, Tillamook.

Kevin E. Boyle, ET 2 to HE 1, Salem.

Joanna C. Chambers, Clerical Assistant to Clerical Specialist, Salem.

Sharon Chester, Clerical Assistant to Clerical Specialist, Salem.

William J. Coles, Jr., Highway Maintenance Foreman (HMF) 1 to Highway Maintenance Supervisor (HMS) B, Waldport.

Kerry J. Dayton, HE 4 to Supervising Highway Engineer (SHE) C, Salem.

Joseph L. Diddock, ET 1 to ET 2, Bend.

James H. Duckworth, Highway Maintenance Worker (HMW) 4 to HMF 1, Ontario.

Richard H. Dunlap, Right-of-Way Agent to Senior Right-of-Way Agent, Salem.

Patricia Dustan, MVR 2, East Portland, to MVR 3, Gladstone.

Ken W. Eddy, HE 1 to HE 2, Bend.

Arthur T. Falls, HE 2 to HE 3, La Grande.

Jeffrey S. Farm, Park Ranger 1 to Park Foreman 2, Tillamook.

Timothy P. Fredette, EA to ET 1, Portland.

Richard L. Galbreath, HMW 2 to HMW 3, John Day.

John C. Gander, HMS B to Management Assistant C, Roseburg.

A. Courtney Gatlin, Traffic Line Superintendent to Highway Shop Supervisor, Salem.

Gary L. Gembala, HMS B to HMS C, Newport.

Gregory M. Giovanini, ET 2 to ET 3, Portland.

Nancy Grossman, Clerical Assistant to Clerical Specialist, Salem.

Jimmy S. Hansen, HE 4 to HE 5, Salem.

Richard D. Hart, ET 2 to HE 1, Salem.

Wesley Heidenreich, HE 1 to HE 2, Salem.

Donald C. Howard, Park Manager B to Park Manager C, Bandon.

Kathleen Howell, EA to ET 1, Portland.

Charles P. James, HE 1 to HE 2, Salem.

John T. Jensen, ET 1 to ET 2, Salem.

Robert E. Lee, ET 1 to ET 2, Salem.

Steven J. Littrell, HE 2 to HE 3, Roseburg.

Gordon P. McLaughlin, HE 2 to HE 3, Salem.

James E. McKiddy, ET 1 to ET 2, Coquille.

Micki Mendez, Clerical Assistant to Clerical Specialist, Salem.

Gregory M. Mier, Right-of-Way Agent to Senior Right-of-Way Agent, Salem.

Andrea K. Mills, MVR 2 to Motor

Vehicles Hearings Officer, Salem.

Dorothy Mitchell, Clerical Specialist, Salem, to MVR 1, Gladstone.

Bonnie Nealeigh, MVR 3, Gladstone, to Motor Vehicles Office Manager A, Lake Oswego.

Elwyn Dean Nelson, ET 1 to HE 1, Salem.

Ronald T. Noble, SHE B to SHE C, Salem.

Roger S. Oakes, ET 2 to HE 1, Tillamook.

Charles V. Reeves, ET 3 to ET 4, Salem.

Nancy J. Reynolds, Environmental Specialist 2 to Program Coordinator 2, Salem.

James C. Risley, ET 2 to HE 1, Coquille.

Arthur R. Rosenblad, Senior Heavy Equipment Mechanic to Highway Shop Supervisor, Salem.

Ann I. Sanders, EA to ET 1, Newport.

Michael P. Saunders, HMW 2 to HMF 1, Santiam Junction.

Randall L. Shipman, EA to ET 1, Salem.

Thomas S. Szymoniak, HE 1 to HE 2, Bend.

Tim H. Thex, SHE B to SHE C, Salem.

Robert Thompson, HE 1 to HE 3, Salem.

Susan Vernon, MVR 1 to MVR 2, Astoria.

Mark L. Wills, ET 3 to ET 4, Salem.

Richard A. Young, ET 1 to HE 1, Ontario.

Carroll T. Keasey dies

Carroll T. Keasey, 58, died June 24 in Salem. He had worked 35 years for the Highway Division and retired in 1983.

Keasey began working summers for the division in 1947 as an engineering aide, while still a student at Oregon State University. He became a permanent employee upon graduation in 1949 and a registered professional engineer in 1953.

Promotions moved him up the ranks and around the state. He worked in Newport, Medford, Roseburg, John Day, Baker, La Grande, Troutdale, Milwaukie and Salem. His promotions included resident engineer, district maintenance supervisor, division engineer

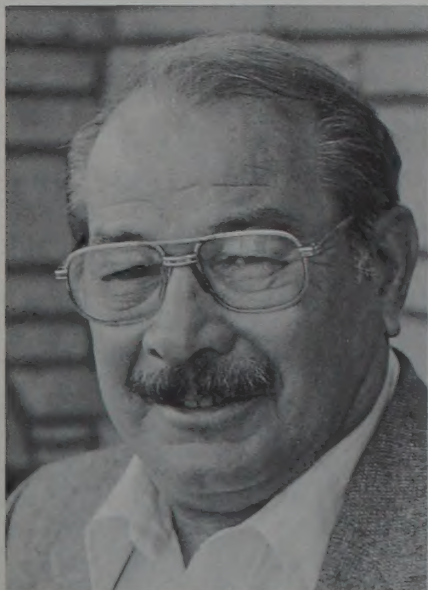
and finally head construction engineer in 1971.

During his more than 12 years as head of construction, 1,933 construction projects were completed, totalling more than \$1.4 billion.

Keasey's rise within the division to one of its top posts was indicative of his rare abilities, skills, integrity and professionalism, said State Highway Engineer Scott Coulter. His work, he said, has been highly recognized not only by the Highway Division, but by contractors as well.

His absence will be like "losing a cornerstone in the foundation," Coulter said.

Keasey's son, Ted, is an HE 1 and currently works out of the project manager's office in Beaverton.



Carroll Keasey

Years 5 Ago

The July 1979 issue of *VIA* announced that a state gas tax increase would be on the November 1980 General Election ballot.

The Legislature had just passed the bill to refer a two-cent-a-gallon gas tax and a 14 percent truck weight/mile fee increase to the voters, following the failure of a penny-a-gallon increase in 1976 and a two-cent increase in 1978.

The increase, which would have produced about \$38 million a year in additional revenue for the Highway Fund, was turned down later by the largest margin yet, 73 percent to 27.

On the job with ...

Roger Lang

By Kathy Patten

Interim Managing Editor

Roger Lang has a philosophy about almost everything.

Ask him a question, and the affable 55-year-old federal aid specialist is likely to quip one of his favorite sayings or pull from his bottom desk drawer a poem that reflects his opinion.

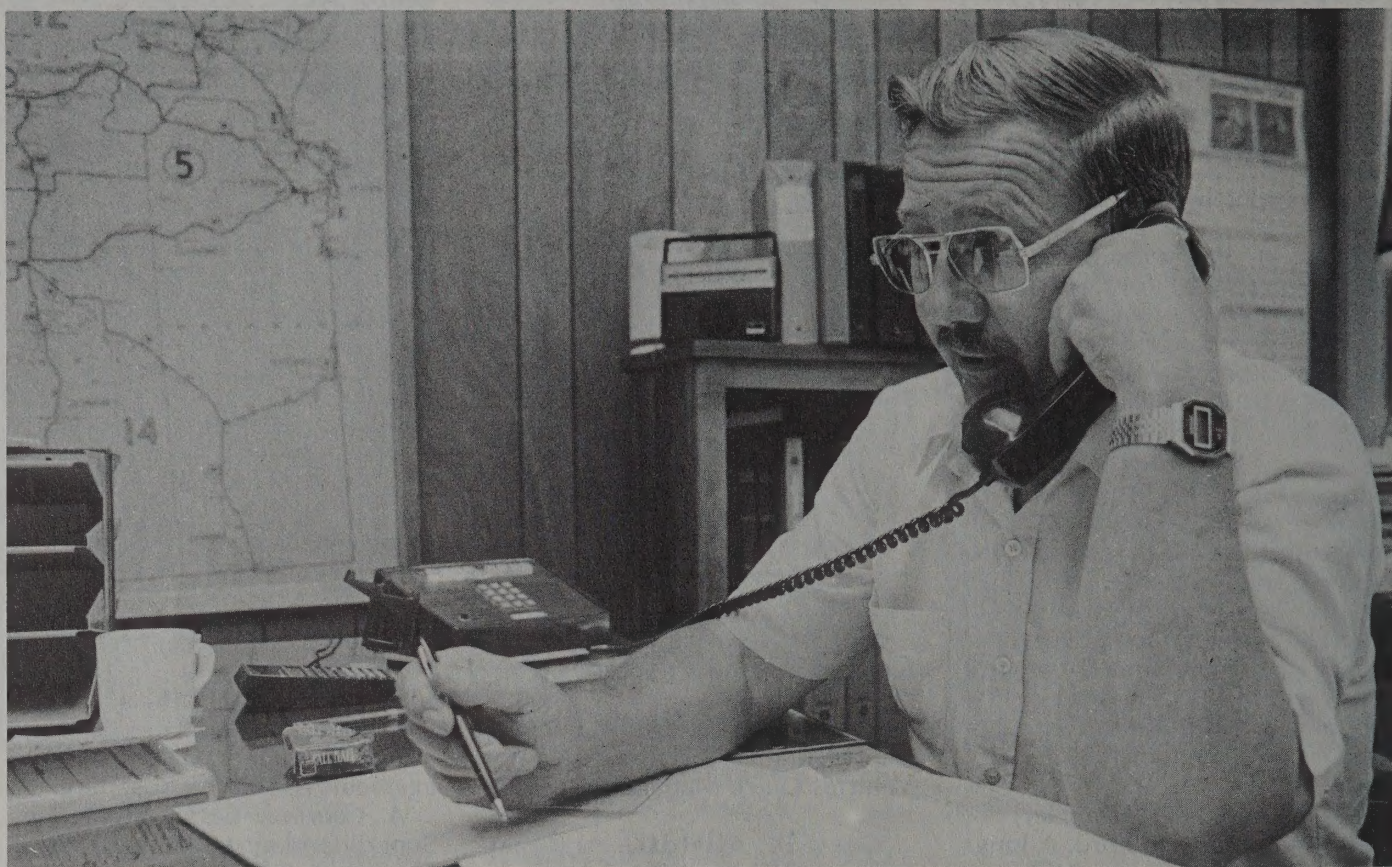
But one gets the feeling that Lang loves his work for the Highway Division. "You can make your job what you want to, and I want to make it fun," he says. "If you don't enjoy your job, you might as well find something else to do."

A federal aid specialist, according to Lang, does "everything that nobody else wants to do."

The position was established in 1974 as a result of the Surface Transportation Assistance Act. Lang says he and Phil Stearns, Region 2, are the "sole survivors" of the original federal aid specialists assigned to each region.

He must be familiar with eight volumes of federal aid highway manuals stemming from Title 23, the law enacting the Federal Highway Program. Lang uses Title 23 to administer the Surface Transportation Assistance Act.

It is his job to assist region engineers with their problems and to keep programs running with available projects so no federal funds are lost. He is responsible for a



job from the time the prospectus is written and put into the Six-Year Highway Improvement Program, until it goes through the design phase and is ready to go to contract.

His most important duty, though, is to act as a liaison with local government agencies, to be sure they know what programs are available, "and to listen to them."

"Usually, if they've got a complaint, they'll call here and I'll try to direct them to the people they need to talk to," he says.

Because his job requires him to come into contact with a lot of different people, Lang finds himself acting as a one-man public affairs office at times. He even attended a workshop several months ago to learn how to handle public relations situations.

Recently, he arranged a commission meeting in La Grande, secured transportation and lodging for transportation commissioners and staff and planned a special dinner for them to meet and speak with local officials. Lang even acted as emcee at the dinner, which drew more than 100 people.

"I do like this job because of the public relations aspect," he says. "Every once in a while, you're able to help someone."

His work takes him all over the 38,000 square miles in Region 5, and

Lang says he spends about 80 percent of his time on the road.

"Sometimes the dog bites me when I come home," he jokes.

Lang is content to call La Grande home. "I prefer eastern Oregon, basically because of the people involved," he says. "You can talk to somebody and rely on what he says. You can have an agreement with a handshake or a nod of the head. It's just refreshing to know."

Born in Missouri and raised in

Baker in 1970 and in 1972 moved to La Grande, where he spent his first two years as region office engineer.

Twelve- to fourteen-hour days don't leave Lang much free time for other activities. He does find time to serve on the Board of Directors of the Oregon chapter of the Public Works Association.

"I enjoy that. It broadens the contact and exposure to different people throughout the state," he says.

"You can make your job what you want to, and I want to make it fun."

Salem, Lang "went east of the mountains in 1948 and never went back."

He decided to go to work for the Highway Division when, in 1955, he found himself "monkeywrenching" beneath a Caterpillar while typhoon Frieda raged around him.

"After three days of water running down my pant legs and out my arms, I decided that was what I did not want to do," he says.

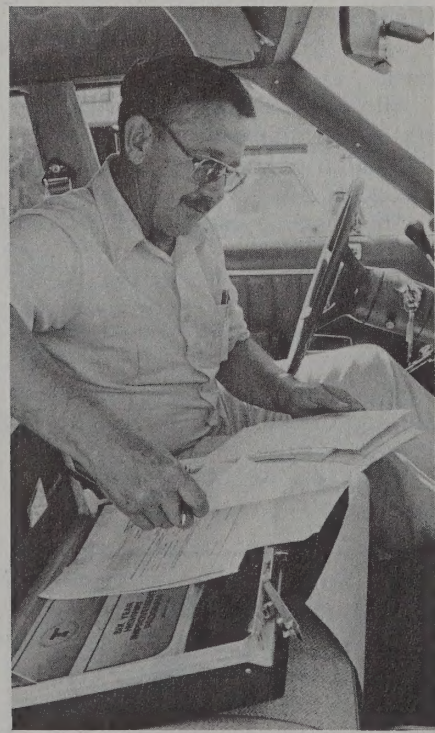
His first job was in 1956 as a rear chainman for "Wild William Brown" in Klamath Falls. He spent two years in Hood River, then returned to Klamath Falls, where he was named assistant project manager in 1966. He transferred to

His wife, Mary Alice ("Ma"), called him a "workaholic," and for years tried to get him to slow down by watching TV. "And now I do, and she can't get me out of the chair," he says.

They have four children, one of whom lives at home and attends Eastern Oregon State College.

Lang, who learned his engineering skills on the job, recalls a high school teacher who told him, "An educated person is one who can learn something from an everyday experience in his chosen field."

Lang still follows that advice today. "I like to be exposed to things I don't know," he says. "If you stop learning, you might as well quit."



Retirees let us know what's happening

Joseph G. Toole, 1930 Park Ave. NE, Salem 97303. Ret. HWY 1966.

Joe called to say that he is still feeling good after 18 years of retirement--says he's gradually getting used to it.

He started with the Highway Division in 1919 and, during his 47 years, worked all over the state. He says he was a resident and location engineer in several districts and was maintenance superintendent at Coquille and Eugene.

He enjoys recalling some of his early-day contemporaries, such as Bill Stiffler, Dutch Williams, Steve

Stephenson and Forrest Cooper, all of whom went on to be either state highway engineer or an assistant.

Joe congratulates Helen Ingrey, age 90 with 43 years of service, for having the distinction of being the oldest living retiree with the most years on the job.

At age 86, and with 47 year of service, he, too, is very close to another record--a highly commendable one--length of service.

According to the Personnel Office, this distinction belongs to Lloyd Barnes, who retired from Highway in 1970 after 49 years.

Lloyd is 82 and lives in Depoe Bay with his wife, Grace.

Robert D. Church, 5355 River Road N, Space 99, Salem 97303. Ret. HWY 1983.

While working for the Highway Division Construction Branch, Bob commuted daily the past eleven years from Independence to Salem.

He retired at the end of last year and--you guessed it--now has moved and lives in Salem (Keizer). As Bob says, "It seems kinda dumb when you think about it." Actually, they stayed in Independence while

their son, Mark, finished high school this year.

Last month, Bob and his wife, Marie, worked as volunteer camp hosts at South Beach State Park near Newport. "We were kept quite busy, mainly answering questions about the area and selling firewood. We were pleased at the number of friends who stopped by to visit," he said.

Bob is still playing with ODOT's Transtooters and will be heard next when they play at the Capitol Gazebo at noon, Wed., July 18 in Salem.